

TROUBLESHOOTING YOUR STORM KART

List of potential issue areas

1. Chain
2. Clunking sound when pedaling
3. Chain guard rubbing
4. Axle
5. Steering
6. Seat
7. Front wheel
8. Rear wheel
9. Pedals
10. Sprockets
11. Handle bars

1.CHAIN

The Chain for pedal karts can dislodge for a number of reasons some of the different scenarios are listed below.

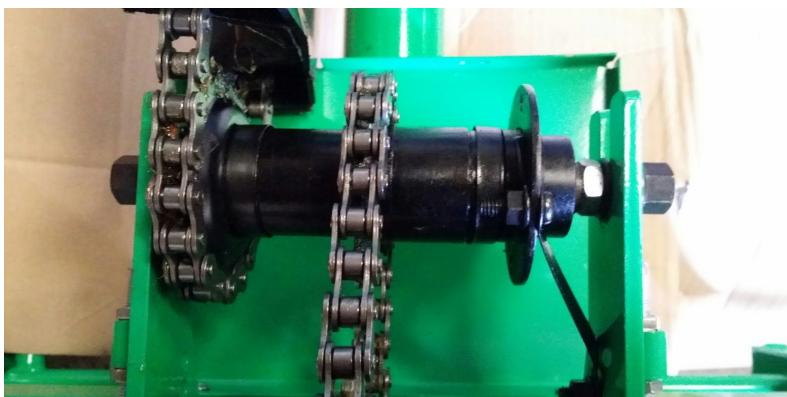
1. The most common reason for the dislodgement of the chain is if the chain is too loose, this should be adjusted during assembly. Due to the size differences between the two chains front and the back, you should adjust the front longer chain first. The Front chain is adjusted using the adjustment mechanism just below the front pedals. **See picture 1 below**



2. The chain may dislodge if there is a misalignment of any of the chain sprockets. generally speaking this is usually fixed by slightly changing the position of the rear sprocket to ensure alignment is correct. **See picture 2 below**



3. On the off chance the rear transmission has moved out of alignment with either the front or rear sprocket we can easily adjust the transmission to ensure it is straight and inline with the relevant sprockets. **See picture 3 below**



4. Due to wear and tear the chain can become loose and require replacing, on the rare occasion this will fix the problem of the chain dislodging.

2. CLUNKING SOUND WHEN PEDALING

1. The chain tension will need to be adjusted. This occurs usually because there is some slight slipping of the chain over the sprockets. See picture 1 above for location of the adjustments
2. Check the tensions of the chain if this doesn't solve the problem we will need to adjust the sprockets slightly and re align the sprockets. See picture 2 and 3 for location of adjustments for the transmission and rear sprocket.

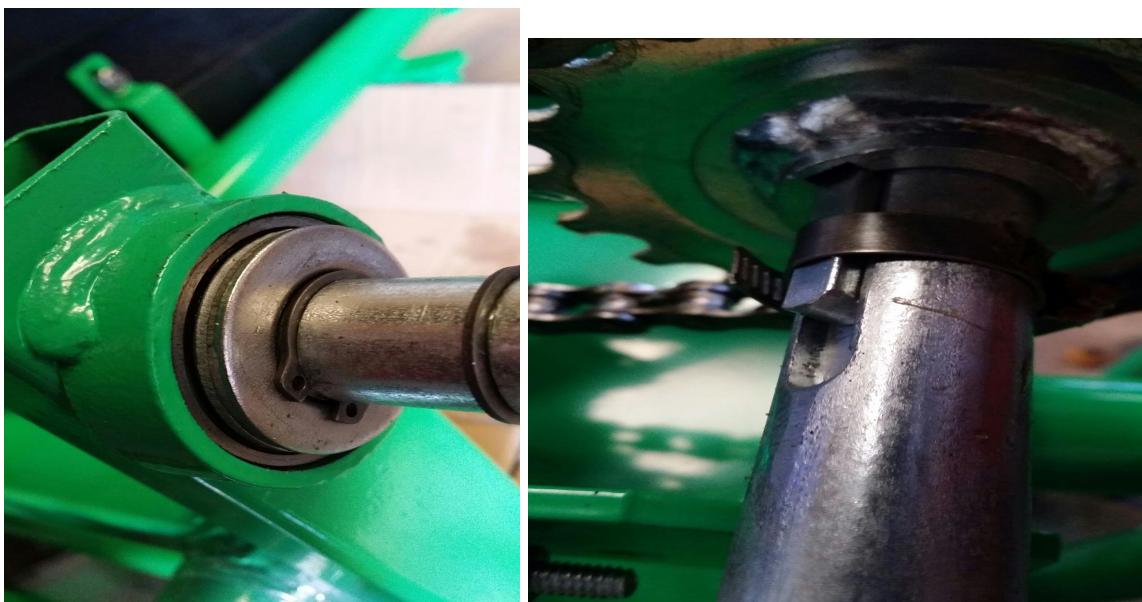
3. CHAIN GUARD RUBBING

The chain guard generally will not foul on the pedal crank arms but due to damage caused from collision or force this plastic may become in a position where it will rub on the crank arm. This can be held in place by adding a screw or a number of screws depending on the scale of the damage connecting the two halves together. High heat can also change the shape of the plastic in some circumstances. Please ensure that the screws are not so long as to touch the moving chain test before riding. **See picture 4 below**



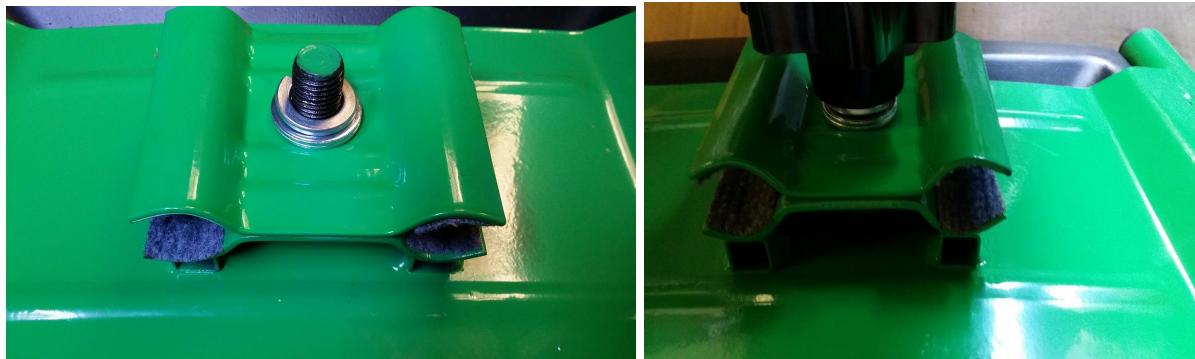
4. AXLE PROBLEMS

Pedal karts rely heavily on the durability of the rear axle and its components. The shaft is secured in place by circlips, should the circlips become loose or broken you can contact Stom Karts office for new ones or select of the spare parts list. The rear sprocket is removable and uses a keyway and hex head screws to hold it in place. Bearing can be replaced and can be selected from the spare parts list. **See pictures 5 and 6 below**



5. SEAT

The seat is secured to the kart by using a clamp which is screwed from the bottom to the correct position. Should you not be able to tighten the seat this may be caused by the washers under the seat becoming missing. If the washers are no longer there you will find the seat will not be able to be tightened reducing movement. Should this not occur damage can be done to seat rails and the clamping system under the seat. **See pictures 7 and 8 below.**



6. FRONT WHEEL THUNDER

The front wheel the front wheel on the thunder will require grease to ensure it remains lubricated and freely spins. Should the front wheel became hard to turn there are some components you will need to check.

1. Check to ensure there is no damage.
2. Ensure the steering arms are not damaged and the ball joint are in working order
3. Check and ensure the steering arms do not make contact with any part of the steering column which may stop the wheels from completely locking one way or another. Should the direction perform one way better than the other because of contact you may need to check to ensure the correct amount of washers are in place and the linkages do not make contact with the steering column stopping full lock turning **See pictures 9 and 10**



7. FRONT WHEEL CYCLONE AND CYCLONE - X

The front wheel of the Cyclone we will need to check that the rim has not become damaged. The other issues which might arise is the replacement of bearings should they become corroded. If you are finding that the wheel still does not spin freely the wheel nuts may be over tightened. If this is the case and the locking nuts are still in good condition and will still lock loosen the nut until wheel spins freely and ensure the locking nut is completely screwed on. Should the thread not be useable quite often the use of locktite will ensure this nut will not become loose. Alternatively the original spare parts bag will contain four spare wheel nuts.

8. REAR WHEELS

The main issues you might have with the rear wheels would be the damage to the rim causing the wheel not to be completely round , Further to this if the rim is damaged it can cause the wheel to touch the hand brake making the experience unusable. Ensure the locking nut is still in good condition and will function effectively, Alternatively you could use locktite or similar **See picture 11 below**



9. PEDALS

Many of the pedals used in the Storm range are aluminium with a bearing for ease of movement, On occasions due to corrosion or wear this bearing may not be performing as expected. If this is the case you should order a spare part from the Storm Karts catalog.

10. SPROCKETS

Sprockets will become unusable if they are worn and the chain does not roll onto the sprocket smoothly. Sprocket may over time move out of alignment should the fixing nuts and bolts become loose.

11. HANDLE BARS

Handle bars is not tightened correctly can become loose and may wear due to this effect. Should this occur there may be a need to replace the stem or handlebars or both to eliminate the movement.

12. TOO HARD TO PEDAL?

Storm Kart tries to cater for every application for pedal karts. Getting the gear ratio right is a challenge as every customer has different requirements and preferences. Srom karts has developed an alternative range of gear ratio changes to allow the customer to customise their storm kart. This involved removing the rear axle and changing the rear sprocket. The smaller you make the rear axle the easier the kart will be to pedal. The box will contain the additional smaller sprocket which you will be able to change to adjust the ratio you require. Should you require additional adjustment then please contact Storm karts. The rear sprocket is shown below

